



IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

Appl. No. : 10/715739  
Applicant : Mr. Yoav Rosen  
Filed : November 18, 2003  
TC/A.U. : 3617  
Examiner : Lars Olson  
Docket No. : WAVE-3US  
Title : Twin hull personal watercraft

Mail Stop Amendment  
Commissioner for Patents  
P.O. Box 1450  
Alexandria, VA 22313-1450

Sir:

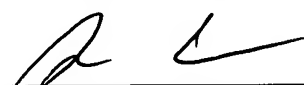
Enclosed, please find:

1. An Interview Summary (1 page);
2. A Response to the Office Action dated May 11, 2004 (16 pages);
3. Affidavit of Yoav Rosen (2 pages);
4. Information Disclosure Statement (1 page)
5. Modified Form 1449 (1 page)
6. The fee pursuant to 37 C.F.R. 1.17(p) for a small entity
7. Copies of all cited references; and
8. A self-addressed stamped return-receipt postcard

Respectfully submitted,

Dated:


8/10/04

  
Inna Landsman, USPTO Reg. No. 44337  
129 Rawson Rd.  
Arlington, MA 02474  
Tel.: +1 781 648 0375  
Fax: +1 781 648 0301

**CERTIFICATION UNDER 37 C.F.R. SECTION 1.10\***  
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INTERVIEW SUMMARY

This interview summary is submitted pursuant to 37 CFR 1.133(b) for a telephonic interview conducted between Examiner Lars Olson, Applicant's attorney, and Bruce Horwitz on June 3, 2004. Applicant and Applicant's attorney thank Examiner Olson for courtesies extended during this interview.

1. Description of any exhibits shown or demonstrations conducted: The Examiner was directed to <http://www.wavewalk.com> which shows pictures of a twin hull personal watercraft.
2. Identification of the claims discussed: All.
3. Identification of specific prior art discussed: Price (US 4,318,700)
4. Identification of the principal proposed amendments discussed: None.
5. General thrust of arguments presented:
  - A. Price does not disclose or suggest all claim limitations.
  - B. Differences between Price and the claims of the present application are not merely design choices since they are necessary for functionality.

Respectfully submitted,

Dated:

8/10/04

Inna Landsman, Reg. No. 44337  
129 Rawson Rd.  
Arlington, MA 02474  
Tel.: +1 781-648-0375  
Fax: +1 781-648-0301



## **Affidavit of Yoav Rosen**

Yoav Rosen, deposes and states:

1. I am the president of WaveWalk, Inc., and the inventor of the patent application entitled "Twin hull personal watercraft".
2. I have been intrigued by recreation and transportation on water since I was a child. In the late nineteen-eighties, I ordered a patent search to learn about the art of human-powered water transportation and recreation devices. I have been seriously thinking about this technology area since then.

### **My Invention Provides New and Improved Functionality**

3. I have invented a new type of watercraft that is described in the current application. The remainder of this affidavit refers to the current commercial embodiment of my invention. I do not intend any aspect of this affidavit to suggest that any additional wording should be read into any claim.
4. My watercraft is hyper-stable. One or more users can use my watercraft in any of a standing, riding, kneeling, sitting, or recumbent position. A user can easily and safely switch between these positions while using my invention on water. My watercraft can also be used at sea or on whitewater.
5. My watercraft is very easy to maneuver.
6. My watercraft is very fast for its size. In fact, my watercraft can be paddled 25% faster than certain kayaks that are longer. The current commercial version of my watercraft is just 10.2 feet long.
7. Like other boats, my watercraft can be used on water. However, my unique design also allows for a user of my watercraft to get off or on land or ice without stepping into water.

### **The New and Improved Functionalities are Made Possible by the Design of My Watercraft**

8. These above functionalities are made possible by my watercraft's design.
9. For example, my watercraft has two hulls, each of which has a cavity going substantially to the bottom of the hull. This is not a design choice but is required for the functionality of my watercraft.
10. I have discovered that deep cavities are required for the user to properly position himself in a stable manner in a standing position. Thus, my watercraft must have deep hulls for a user to use it in a standing position.
11. Similarly, as discussed above, my watercraft is hyperstable. This is made possible by the use of very tall and narrow hulls. I believe that this is not the usual way of achieving stability in my field. Rather, the usual way of achieving stability is to use relatively wide hulls or pontoons.
12. My watercraft further has superior hydrodynamic properties. A narrow distance between two hulls is associated with high drag. I discovered that if the hulls are made narrow enough the fact they are placed at a close distance from each other in the range I describe does not create considerable drag.
13. Additionally, as described above, my watercraft has the unique property of allowing a user to move the watercraft on and off land or ice without needing to step out of the watercraft. This functionality is made possible by the hyper-stability of my watercraft and the user's ability to control the height of its bow by moving back and forth on the saddle.

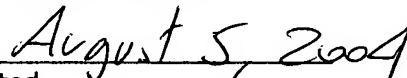
14. Additionally, the tall hull height allows a user to lean into a curve, and thus maneuver the watercraft easily, as discussed above. One hull is going deep into the water to become an "ad hoc" rudder that helps making a sharp turn.

### **Conclusion**

15. My watercraft differs from Price's invention in many ways. These differences are not merely design choices but are associated with functionality. I therefore respectfully request that the Patent and Trademark Office find that my invention is patentable.

I hereby declare that all statements made herein of my own knowledge are true and that all statements made on information and belief are believed to be true; and further that these statements were made with the knowledge that willful false statements and the like so made are punishable by fine or imprisonment, or both, under 18 U.S.C. 1001 and that such willful false statements may jeopardize the validity of the application or any patent issued thereon.

  
Yoav Rosen

  
Dated